

AMENDING THE ACT ENTITLED "AN ACT TO PROVIDE  
ADDITIONAL REVENUE FOR THE DISTRICT OF  
COLUMBIA"

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JUNE 7, 1956.—Committed to the Committee of the Whole House on the State  
of the Union and ordered to be printed

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Mr. McMILLAN, from the Committee on the District of Columbia,  
submitted the following

REPORT

[To accompany H. R. 11487]

The Committee on the District of Columbia, to whom was referred the bill (H. R. 11487) to amend the act entitled "An act to provide additional revenue for the District of Columbia, and for other purposes," approved August 17, 1937, as amended, having considered the same, report favorably thereon without amendment and recommend that the bill H. R. 11487 do pass.

The need for this legislation is explained in a letter from the Board of Commissioners of the District of Columbia to the Speaker of the House of Representatives under date of April 19, 1956, which is herewith made a part of this report.

HON. SAM RAYBURN,

*The Speaker, United States House of Representatives,  
Washington, D. C.*

MY DEAR MR. SPEAKER: The Commissioners of the District of Columbia have the honor to submit herewith a proposed bill to amend the act entitled "An Act to provide additional revenue for the District of Columbia, and for other purposes," approved August 17, 1937, as amended.

Section 2 of the act of August 17, 1937 (50 Stat. 680; sec. 40-102, D. C. Code) among other things requires that no trailer (with the exception of trailers owned by nonresidents) shall be operated in the District of Columbia unless it be registered in the District. A new development in the automotive field is the small, two-wheel trailer rental service under which a person may rent a trailer in one jurisdiction, attach it to his private motor vehicle, travel to another jurisdiction, and surrender the trailer to the local branch of the rental service. It may thus happen that a trailer registered in another jurisdiction

will terminate a trip in the District of Columbia. Such a trailer cannot, under existing law, legally be operated within, or into or out of the District, by a District resident, unless it bears a District registration tag. Inasmuch as this type of service is a convenient and practical service for persons moving small quantities of personal property, the Commissioners believe that the provision in existing law prohibiting the operation by District residents of trailers registered elsewhere than in the District should be qualified. The first section of the bill would accomplish this objective.

Section 3 of title IV of the act of August 17, 1937, as amended by the act approved May 18, 1954 (68 Stat. 101; sec. 40-103 (b), D. C. Code), contains, in class C of such section, a schedule of annual registration fees for trailers. The fees for the small, two-wheel trailers used principally to carry luggage and other personal belongings range from \$12 to \$26. The \$26 fee, however, is greater than the \$22 fee required for the registration of a passenger motor vehicle weighing up to 3,500 pounds. In view of this, the \$26 fee for a small trailer would appear excessive. Accordingly, the Commissioners recommend the amendment of the act of August 17, 1937, so as to reduce the fee for a small trailer to an amount more in keeping with the size and character of the vehicle.

The bill also contains a provision which would amend the act of August 17, 1937, in such manner as to relieve the owner of an "antique motor vehicle" from the payment of the usual motor vehicle fee of \$22 or \$32, as the case may be, and substitute in lieu thereof a fee of \$5. This would be accomplished by inserting a "class E" in subsection (b) of section 3 of title IV of the act of August 17, 1937, establishing a fee of \$5 for a motor vehicle found to be manufactured prior to January 1, 1930, and owned solely as a collector's item, with its use limited to participation in club activities, exhibits, tours, parades, and similar uses, but in no event for general transportation.

The Commissioners recommend the enactment of the attached proposed bill.

The Commissioners have been advised by the Bureau of the Budget that there is no objection on the part of that office to submission of this proposed bill to the Congress.

Yours very sincerely,

ROBERT E. McLAUGHLIN,

*President, Board of Commissioners, District of Columbia.*

#### CHANGES IN EXISTING LAW

In compliance with paragraph 3 of rule XIII of the Rules of the House of Representatives, changes in existing law made by the bill, as introduced, are shown as follows (existing law proposed to be omitted is enclosed in black brackets, new matter is printed in italics, existing law in which no change is proposed is shown in roman):

#### DISTRICT OF COLUMBIA CODE 40-102 (50 STAT. 680)

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(f) The Commissioners of the District of Columbia are further authorized to prescribe regulations under which the director may revoke or suspend the registration of any dealer who shall cease to be a dealer as defined in this title, or who shall have violated the

provisions of this title or the regulations promulgated thereunder by the Commissioners, and to revoke or suspend and provide for the return to the director of all dealers' identification tags issued to such dealer, subject to review by the Commissioners under rules and regulations prescribed by them. Pending such review, any such order of revocation or suspension shall be stayed unless the Commissioners shall otherwise direct. No order of the director or the Commissioners hereunder shall be set aside or suspended by any court unless such order is arbitrary or capricious.

*(g) Notwithstanding the provisions of this Act, any two-wheel semi-trailer owned by a nonresident owner which is offered for lease for a period not in excess of one year to operators of private motor vehicles for the purpose of transporting the lessee's personal property and which does not exceed (1) a maximum unladen weight of one thousand five hundred pounds, (2) a maximum gross vehicular weight of three thousand pounds, and (3) a maximum outside width of eighty-four inches, shall be exempt from registration and registration fees in the District of Columbia if such trailer is registered in the State, Territory, Province, or country in which the owner has his residence.*

DISTRICT OF COLUMBIA CODE 40-103 (50 STAT. 681)

(a) There shall be levied, collected, and paid for each registration year for each motor vehicle or trailer required to be registered hereunder, the registration fee provided in this section.

(b) CLASS A. For each gasoline-propelled passenger vehicle, including passenger vehicles licensed under paragraph 31 (b) or paragraph 31 (d) of section 7 of the District of Columbia Appropriation Act for the fiscal year ending June 30, 1903, approved July 1, 1902, as amended by the Act of Congress approved July 1, 1932—

(1) When wholly equipped with pneumatic tires, the manufacturer's shipping weight of which is less than three thousand five hundred pounds, \$22; three thousand five hundred pounds or more, \$32.

(2) When wholly or partially equipped with other than pneumatic tires, double the above fees.

CLASS B. For each gasoline-propelled truck, tractor, and passenger-carrying vehicle for hire having a seating capacity of eight passengers or more in addition to the driver or operator, with the exception of passenger vehicles licensed under paragraph 31 (b) of section 7 of the District of Columbia Appropriation Act for the fiscal year ending June 30, 1903, approved July 1, 1902, amended by the Act of Congress approved July 1, 1932—

“(1) When wholly equipped with pneumatic tires, the manufacturer's shipping weight of the chassis, plus the weight of the cab and body, is less than three thousand pounds, \$40; three thousand pounds or more but less than four thousand pounds, \$44; four thousand pounds or more but less than five thousand pounds, \$52; five thousand pounds or more but less than six thousand pounds, \$60; six thousand pounds or more but less than seven thousand pounds, \$68; seven thousand pounds or more but less than eight thousand pounds, \$74; eight thousand pounds or more but less than nine thousand pounds, \$84; nine thousand pounds or more but less than ten thousand pounds, \$96; ten

thousand pounds or more but less than twelve thousand pounds, \$122; twelve thousand pounds or more but less than fourteen thousand pounds, \$142; fourteen thousand pounds or more but less than sixteen thousand pounds, \$172; sixteen thousand pounds or more, \$202: *Provided*, That in determining the total weight of a vehicle subject to the provisions of this clause, there shall be excluded, in computing such weight, the weight of any special equipment which is subject to taxation as tangible personal property under subsection (e) of this section.”; (c) class C is amended to read “class C. For each trailer, when the manufacturer’s shipping weight of the chassis plus the weight of the body is less than three hundred pounds, \$12; three hundred pounds or more but less than five hundred pounds, \$16; five hundred pounds or more but less than one thousand pounds, \$26; one thousand pounds or more but less than two thousand five hundred pounds, \$36; two thousand five hundred pounds or more but less than three thousand five hundred pounds, \$46; three thousand five hundred pounds or more but less than six thousand pounds, \$60; six thousand pounds or more but less than eight thousand pounds, \$74; eight thousand pounds or more but less than ten thousand pounds, \$92; ten thousand pounds or more but less than twelve thousand pounds, \$122; twelve thousand pounds or more but less than sixteen thousand pounds, \$152; sixteen thousand pounds or more, \$182: *Provided*, That in determining the total weight of a trailer subject to the provisions of this class C, there shall be excluded, in computing such weight, the weight of any special equipment which is subject to taxation as tangible personal property under subsection (e) of this section.”

(2) When wholly or partially equipped with other than pneumatic tires, double the above fees.

【CLASS C. For each trailer, when the manufacturer's shipping weight of the chassis plus the weight of the body is less than three hundred pounds, \$12; three hundred pounds or more but less than five hundred pounds, \$16; five hundred pounds or more but less than one thousand pounds, \$26; one thousand pounds or more but less than two thousand five hundred pounds, \$36; two thousand five hundred pounds or more but less than three thousand five hundred pounds, \$46; three thousand five hundred pounds or more but less than six thousand pounds, \$60; six thousand pounds or more but less than eight thousand pounds, \$74; eight thousand pounds or more but less than ten thousand pounds, \$92; ten thousand pounds or more but less than twelve thousand pounds, \$122; twelve thousand pounds or more but less than sixteen thousand pounds, \$152; sixteen thousand pounds or more, \$182: *Provided*, That in determining the total weight of a trailer subject to the provisions of this class C, there shall be excluded in computing such weight, the weight of any special equipment which is subject to taxation as tangible personal property under subsection (e) of this section.】

CLASS C. For each trailer, when the manufacturer's shipping weight of the chassis, plus the weight of the body, is less than five hundred pounds, \$8; five hundred pounds or more but less than one thousand pounds, \$12; one thousand pounds or more but less than one thousand five hundred pounds, \$20; one thousand five hundred pounds or more but less than two thousand five hundred pounds, \$32; two thousand five hundred pounds



or more but less than three thousand five hundred pounds, \$46; three thousand five hundred pounds or more but less than six thousand pounds, \$60; six thousand pounds or more but less than eight thousand pounds, \$74; eight thousand pounds or more but less than ten thousand pounds, \$92; ten thousand pounds or more but less than twelve thousand pounds, \$122; twelve thousand pounds or more but less than sixteen thousand pounds, \$152; sixteen thousand pounds or more, \$182: *Provided, That in determining the total weight of a trailer subject to the provisions of this class C, there shall be excluded, in computing such weight, the weight of any special equipment which is subject to taxation as tangible personal property under subsection (e) of this section.*

CLASS D. For each motorcycle, motor bicycle, motor tricycle, and motor wheel, \$12.

CLASS E. For each motor vehicle classified by the Commissioners or their designated agent as an antique motor vehicle on the basis of a finding that such vehicle was manufactured prior to January 1, 1930, and is owned solely as a collector's item, with its use limited to participation in club activities, exhibits, tours, parades, and similar uses, but in no event for general transportation, \$5.



